NORTHEAST DADE: BISCAYNE PARK, FULFORD-BY-THE-SEA, NORTH MIAMI AND AVENTURA

By Malinda Cleary

In the America of the 1800s agriculture was dominant. Florida was blessed with cheap and abundant land and a ten-month growing season. The adventurous hearty souls seeking new beginnings were welcomed to this Edenic environment. Isolated clusters of settlements began to increase in size and number. By the end of the 19th Century, Henry Flagler's Florida East Coast Railroad was the fertilizer for the sturdy settlement roots that blossomed into the uncontrolled land boom years of the 1920s. The F.E.C. enabled unprecedented population growth into South Florida and continuous shipment of the produce from the fruitful subtropical land to the north.

As Flagler extended his railroad south of St. Augustine to the Florida extremities, the stations strategically located in northern Dade County began with Ojus; the Fulford station was a mile to the south. Arch Creek, Biscayne, Little River, Lemon City and Buena Vista completed the southern route for railroad stops. Though the areas around these station locations had been settled by homesteaders long before the arrival of the railroad, at the beginning of the century the farmland was transformed by the railroad into the present distinct areas of Biscayne Park, Fulford and North Miami.

The most visual references to our past are the buildings created for specific purposes at relevant times. Miami's architectural environment is relatively new to the span of its history, but it has emerged from a natural landscape to one of urban complexity. Historical landmarks have materialized to become either venerated or destroyed from the often confusing and complex converging of the natural and the manmade. The survivors remain as symbols not only of their creators but also of the times in which they were created. While perhaps they are not necessarily tidings of antiquity, the isolated remnants do vitalize a memory of past struggles as well as

grandeur. Biscayne Park, Fulford, and North Miami make their architectural contributions to the passing of time and the animation of Miami's varied distinctive local histories.

BISCAYNE PARK

In the intricate composition that embodies Greater Miami, the small, triangular, residential area of Biscayne Park survives very much as it was originally created nearly seventy-five years ago. The "Park," as it is more commonly called, is two-thirds of a square mile. It is bordered by the City of North Miami on the north, the Florida East Coast Railroad tracks on the east, and the Biscayne Canal on the west. The grid of thoroughfares is designed with numerous parkways and extensive medians, their green lawns and large trees giving the geometrically defined Village of Biscayne Park its distinctive park-like character.

The Village is protected by its own police force and the watchful eyes of its citizens. It is a strictly residential community of a little more than 3,000 and is zoned for single family residences and duplexes. Its occasional apartment houses were built before the town was created in 1931 and before the 1945 zoning ordinances.

In 1921, when Miami was preparing for the soon-to-arrive flood of land speculators, the area that was to become Biscayne Park was unincorporated, undeveloped and for the most part fields of tomatoes belonging to Arthur Mertlow Griffing. Griffing was originally from Norwich, New York and had settled in Florida in 1903 to manage the Little River nursery. He built a large home and established Griffing Tropical Nurseries and Groves in and around a seven-acre site that today is the Colonial Shopping Center along Dixie Highway and 125th Street in North Miami. Griffing was a landscaper for Carl Fisher's Miami Beach projects. By 1917 the horticulturist changed hats to become a developer.

By the 1920s, Griffing had acquired and began developing land along the Dixie Highway north of Miami. The nursery was sold and the land subdivided and named Griffing Biscayne Park Estates. Griffing continued his love of landscaping by carefully planting the area with shrubs and trees so that Biscayne Park Estates resembled a huge botanical garden.

Early in January 1923, Griffing began advertising in the Miami Daily Metropolis and set up a miniature of the Park on the grounds of the Halcyon Hotel on Flagler Street. Prospective buyers were shuttled from downtown Miami to the new "Gateway to Miami." Griffing combined his land sales enthusiasm with his nursery promotions by offering free strawberry shortcake to potential buyers. They were promised 100-300 per cent return on their investments as had those who bought only a few years before.

One of Griffin's earliest advertisements appearing in the Metropolis beckoned potential residents with the lure of "splendid rich soil almost free of rock." Additional enticements promised that "a big kitchen garden and a yard full of clean healthy chickens are luxuries you can have at Biscayne Park." Looking for young families to live in his new development, Griffing also provided a safe environment for children to play near their homes by creating many cull-de-sacs. Today these same spaces continue as mini parks that inhibit a speedway for a volume of traffic Griffing could never have foreseen.

The well-landscaped streets, medians and park areas laid out by Griffing set the stage for the first homes erected in the development, costing between $4,000 and $4,500. The Village homes were described in a Miami Herald advertisement in March 1923 as having "distinctividuality." Within a year the firm reported three- fourths of the original development had been sold, and those interested in the remaining lots were urged to come before it was too late and prices increased. The strawberry shortcake incentive was upgraded to a mixed box of grapefruit and oranges.

By 1929, the Park contained 62 homes, and through the 1930s, sixty more were built. In the Park, as well as in the greater Miami area, the years following the World War II were the most expansive. More than two hundred homes were added to the residential register during this period. The Park's comfortable modest homes are a varied architectural mixture that reflects the decades in which they were created. The "distinctividuality" homes of the 1920s and 1930s are today a major contribution to the enchantment of Biscayne Park. Individualized Mission Revival

Style homes are scattered throughout the Park, and one or more of these attractive, well-built homes can be found within any square block.

The Mission/Mediterranean style was a natural for south Florida's climate, which is similar to the areas around the Mediterranean Sea. The style was ideal for boom time conditions existing in south Florida in the 1920s. Homes as well as businesses could be built quickly at a minimum construction cost with the application of concrete and plaster applied to a wood frame and a few decorations and finishing touches. The accents of Mission--style homes throughout Biscayne Park are easily recognized by their simplicity of form, stuccoed surfaces and flat roofs fronted with parapets.

By a vote of its 113 citizens, the Town of Biscayne Park was incorporated December 31, 1931, and on June 16, 1933, a State charter was granted and the name was changed to the Village of Biscayne Park. The Mission/Mediterranean style of the homes, which reflected America's historical European connections, was not chosen for the Biscayne Park Village Hall. Rather, the Works Progress Administration built a log cabin, a clear and distinct reference to the Depression as well as to the simplicity of the American frontier days. On February 1, 1933, at the height of the Depression, the Federal Emergency Relief Program provided the labor for the Dade County pine construction. William Green, a resident of the Park, as well as a Councilperson, was a Regional Administrator for the Federal program and was certainly instrumental in the creation of the Park's singular and distinctive public building.

The charm and simplicity of the Log Cabin is matched with the economic austerity with which it was constructed. The major expenses of materials and labor were provided by the donations of Dade County pine logs by the county and of labor compliments of the Works Progress Administration. Actual expenses incurred were a grand total of $247.00, met by individual donations of $5-$20 and gifts from the Card Club that ranged from $10 to $22. The balance sheet of donations and expenditures begins February 1, 1933 and ends with the building's completion in January of 1935. In light of today's multiple million dollar projects, these modest sums seem very quaint, but when held in the light of the circumstances in which

they occurred during the national depression, they reflect generous and caring residents and a community project that was conscientious and carefully controlled.

At a special ceremony on January 24, 1935 the finished Log Cabin was officially turned over to the Village, and to this day has been a center for the daily operations of the Park. Since its creation in the Thirties, the Village Hall has been the prized symbol of Biscayne Park. Forty years after its creation the reverence for the cabin was assured by the Civic, Garden, and Women's clubs seeking and obtaining historic designation for the building as a Dade County Landmark.

As homeowners carry on the traditions of keeping Biscayne Park green and clean, Arthur Griffing's Botanical Garden continues to thrive. All the residents, especially the younger families, appreciate the safe environment found within the confines of the triangular community. A walk in the park is possible for any resident night and day, and it is not unusual to see a neighbor at 6:00 a.m. or 8:00 p.m. out for a daily constitutional.

FULFORD-BY-THE-SEA

In the early 1920s the city of North Miami Beach was better known as Fulford-by-the-Sea, an area west of the railroad tracks and Dixie Highway and in no way near the sea. Locally, and more truthfully, Fulford-by-the-Sea was named "Fulford-by-the-FEC" (Florida East Coast Railroad).

The site was named after the popular Captain William Hawkins Fulford, the keeper of the House of Refuge, which had been created in 1876 at the New River inlet. The House of Refuge was one of five that the government had created to aid and support shipwrecked mariners. By the 1890s, due to improvements in navigational guides as well as ship construction, the purpose of the Houses of Refuge segued into one of hospitality. The genial and hospitable Captain Fulford and his wife had repeat customers who were subjects for newspaper articles appearing in the Metropolis social sections.

The town of Fulford was originally the hundred acres located near Snake Creek (presently the Oleta River area) which Captain William Hawkins Fulford had claimed for a homestead in October 1891. By 1900 Fulford was a thriving farm center with a railway depot, and by the early 1920s Lafe Allen and Joshua Reynolds began the 557-acre subdivision Fulford-By-The-Sea.

Wide streets were a priority for the new boom-time city, with some of the streets in the business section to be 125 feet wide. Lots for Fulford-by-the-Sea began selling in 1922. Two years later the original development was bought out by Merle C. Tebbetts and his Florida Cities Finance Company. Tebbetts added a water plant, a community social hall, imposing stone gateways and a memorial fountain to the nascent development.

Stiff competition for land sales created originality in promotions, and Merle Tebbets was among the best of the dream merchants of the boom years. Tebbetts' development began its 1924 advertising campaign by boasting of a million-dollar improvement program. By the summer, additional improvements would make the development into a "High Class" residential subdivision. The sales offices at 145 East Flagler Street included a lecture room and concert stage for a ten-piece orchestra to play two daily concerts.

Tebbetts' unbridled enthusiasm and magnanimity also made for an interesting footnote in the history of the University of Miami. As soon as the City of Miami obtained a charter for its university in 1925, four sites were under consideration for its construction: Miami Beach, the northern section of Miami, the southeast section, and the southwest area where Florida International University is presently located. It seems likely that Tebbetts, as president of Florida Cities Finance Company, made an offer to the city fathers to sell them property to locate the new university in north Miami. When Coral Gables' George Merrick's more than generous offer was quickly accepted, Tebbetts' offer of land for the University of Miami quickly became his own design for a university in North Miami which he then boasted of as a potential recreational center of unparalleled beauty and wholesomeness.

Tebbetts declared Fulford-By-The-Sea was not a "paper city," and advertisements proclaimed the development consisted of large parks, facilities for recreation and sports, broad

landscaped streets, wide sidewalks, water service, and an adequate storm sewage system. Additionally, an electrical lighting system and all city services and facilities would be provided. In reality, there were few if any of the amenities listed that were actually provided and following the 1926 disaster, postal authorities began legal proceeding against M.C. Tebbetts and the Florida Cities Finance Company for fraudulent use of the mails. The following April after he was arrested on the mail fraud charges, Tebbetts' subdivision went bankrupt.

Tebbetts' one claim to fame is a North Miami Beach footnote known as "Fulford's Folly." Early in 1926 plans were announced for a 12,000-seat, wooden-banked auto track for a $30,000 race. Even though Fulford-By-The-Sea claimed a perfect zoning system that permanently protected residential property from business encroachment, the track was constructed. Despite the rail embargo and scarce building supplies throughout Dade County, construction began August 24, 1925. The first 300-mile race was on Washington's Birthday February 22, 1926. Again, imagination and enthusiasm collided with reality, and prize money and crowd estimates were less than originally envisioned. In the one and only race, Peter De Paolo set a world average speed record of 129.29 miles per hour, and the fastest lap ever turned on a closed course, 142.91 mph, was set by Bob McDonough.

The new world records set that day rightly had witnesses believing that the new speedway would bring big-time auto-racing to South Florida. Plans were made for the new season and other racing events were projected for the fabulous Fulford oval. The high winds of the September 17th hurricane totally devastated the wooden structure. An incredible amount of time, talent and treasure had been spent for the one and only event to be held at the racetrack.

These plans also coincided with the demise of the Florida Cities Finance Company and the grand ambitions of M.C. Tebbetts: No racetrack, no university, no beautiful modern city. The subdivision reverted to its previous owners, Lafe Allen and Joshua Reynolds, and in October 1926 the people voted to incorporate the area and name it simply Fulford. In 1931 Fulford was renamed North Miami Beach. The only remaining sign of grandeur of the Fulford-By-The-Sea development is the eclectic neo-classical monument at NE 172 Street and 23 Avenue. The

monument, marking the entrance of the subdivision, and the wide boulevard on which it stands are the lasting memorials to one of the more colorful creations of the Florida boom years.

NORTH MIAMI

Today's City of North Miami began as the general area around Arch Creek. The natural and abundant resources of the Arch Creek region had been available to mankind for thousands of years. Archeological digs have pointed to Indian habitation here from 500 B.C. through 1300 A.D. A military path cleared between Fort Lauderdale and Fort Dallas in Miami during the Seminole War of 1855-1858 used the natural bridge over Arch Creek.

The first settlers to claim the territory for any duration were Charles J. Ihle and his friend Henry John Burkhardt in the late 1880s. Newly discharged from the Marine Corps, they decided to return to the enjoyable environs of Florida. Burkhardt continued his wanderings, but Ihle called home the 80 acres of land he purchased from the State of Florida for one dollar an acre in the Arch Creek region .

Ihle sold 40 acres and planted the other forty in tropical fruits and tomatoes, his primary income crop. Surpluses were sent by schooner to Key West and then on to the north. As Flagler moved his railroad south in 1896, he decided to place a station at Arch Creek. The station built in 1903 was located where the present 125th Street crosses the railroad track. The FEC station additionally served as a community center for parties and get-togethers. For the most part the area remained farmland settled by men who saw the beauty and bounty of the land. Land speculation and development emerged twenty years later.

By the 1920s, more families had moved into the Arch Creek area and to the newly created suburbs of Fulford-by-the-Sea and Griffing's Biscayne Park Estates. In the midst of the Florida Boom years, the residents of the northern end of the county decided to incorporate. A meeting was held at Irons Manor, which had been a brief and unsuccessful development in the present 135th Street area. Thirty-eight voters decided to name the newly incorporated area Miami

Shores. Its claim to the shore was its eastern border that went from the bay to the ocean. The southern limit was the city of Miami and the northern was Golden Glades Boulevard, three miles south of the Broward County line. Optimistically, the founders believed that Miami Shores would become one of the triple Miami cities --- Miami, Miami Beach, Miami Shores.

At the same time, about a mile south of the town of Miami Shores, the Shoreland Company named its newly created subdivision Miami Shores. Quite naturally there was much confusion between the town of Miami Shores and the subdivision also named Miami Shores. By 1931, the state legislature settled the conflict by passing an act changing the name of the town of Miami Shores to North Miami and reserving the name Miami Shores for the subdivision, which would vote to incorporate on January 2, 1932.

The hurricane of 1926 was no less devastating in north Miami than the rest of the county. Many of the homes, especially those built of lath and plaster, were hard hit. The older homes, built of solid South Florida pine, withstood the brutal assault. The little home that remains today at 12615 Arch Creek Road is visible proof of Dade County pine's durability. The home was built just at the turn of the century, one of four for the employees of a large fertilizer and packing plant that was located nearby. The Matthews family purchased the home in 1929 and it remains in the family today lovingly maintained as a visual legacy of North Miami's beginnings.

By 1927 the city recognized a need for an official city hall. It was designed in the popular Mediterranean style and housed not only offices for city business but an area for two fire engines. The superintendent of construction was the then mayor, and the architect was W.P. Shappell. North Miami City Hall was dedicated in 1928. It fronted the only paved street in town at that time (125th Street) and could additionally boast of having the only telephone in town.

In an 1959 interview for the Miami News, J.H. Gribble, a resident since 1908, recalled that when the phone rang a big gong was heard throughout the hall. It served the police and fire departments, the offices of the city and the 700 residents. The public utility was as good as any reason to gather and chat with city officials and neighbors. Sadly, the two-storied medieval confection complete with a bell tower was replaced in 1964 with a new building. The telephone

gong as well as the nest of white owls that called the cupola home were erased from the daily routine of North Miamians.

A lasting landmark for North Miami has been William Jennings Bryan Elementary School. It stands on the site of the original 1905 Arch Creek District School. The original 12' x 20' classroom expanded to accommodate the growing student body, and in 1916 a larger structure was built for children from 79th street to the Broward Line on an eleven-and–a- half-acre site. A fire in 1928 destroyed that building. On January 13, 1930 the new school was dedicated and named in honor of a nationally prominent citizen and former resident of Miami, William Jennings Bryan, who had died in 1925. Mr. Bryan's daughter, The Honorable Ruth Bryan Owens, a Florida Congressional representative, donated a painting of her father to the school at the dedication. The $125,000 school was designed by E.L. Robertson and constructed by Henry Sprista. The Mediterranean design with an open courtyard provided excellent ventilation and modern equipment. A recent addition complements the historical style.

The '26 hurricane narrowed the boundaries of North Miami. The bridge from the mainland to the Haulover Surfside beach had been destroyed, and the residents withdrew to form their own city. Others set up their own municipalities, including the Village of Biscayne Park, Biscayne Gardens, North Miami Beach and the Graves tract (Interama).

North Miami's growth and development was slow and did not move forward with any momentum until after World War II when all of Miami was again booming. From the end of the 1940s through the 1950s building permits were issued for more than $24 million and the population increased by nearly nine thousand.

The "City of Progress" continues to grow today as innovations in civic and cultural entities boast of new and modern facilities. The city's 120 officers recently moved into their new 39,000-square-foot, four-story complex that is a model for new station designs throughout the United States. In the area where the Mediterranean City Hall once stood is the impressive Joan Lehman Museum of Contemporary Art, an institution for major exhibitions and collections. The building was created by the renowned New York architect Charles Gawathmey with Miami's

Jose Gelabert-Navia Architects. The $3.5 million, 23,000-square- foot structure brings international recognition to North Miami as a focal point for cutting edge exhibitions, in contrast to the surrounding traditional main street storefronts.

The historically rich and culturally diverse "City of Progress" is the fourth largest city in Miami -Dade County. If Mr. Ihle could return he would be amazed at a population of 52,000 and over 20,000 homes, as well as two major universities---Florida International University's North Miami Campus and Johnson and Wales University for culinary arts. The one room school house has grown to five elementary schools, three middle schools and one senior high school. The packing house and general store have been superseded by over 3,000 businesses that are located within the city's four business districts and industrial areas offering a varied spectrum of goods and services. Firmly rooted in the past, North Miami looks toward a bright and sunny future.

AVENTURA

When one speaks of Miami's historic neighborhoods, Aventura does not immediately leap to the forefront of a list of distinguished and long established communities. Yet as earlier visionaries projected their ideals for a community onto undeveloped areas, so too did Donald Soffer, the creator and developer of Aventura.

To most of the Miami-Dade County residents living south of Flagler Street, Aventura simply means a shopping center. For the 20,000 citizens living in the four square-mile area of Aventura, it is home. One of Miami-Dade County's newest municipalities, Aventura's borders are Broward County on the north, North Miami Beach on the south, the Intracoastal Waterway on the east and the Florida East Coast Railroad on the west. Aventura was officially incorporated as a city on November 7, 1995 when the residents unanimously approved the city's charter. The incorporated City's short history was preceded by a thirty-year work in progress.

A man of action as well as vision saw the four-square-mile chunk of swampland in Northeast Dade County as a blank slate for the creation of an enclave of exclusive communities. Don Soffer came, saw and developed, just as some sixty years earlier Carl Fisher had developed a mangrove swamp east of the city of Miami into a "Million Dollar Sandbar" called Miami Beach.

Don Soffer and his father Harry had successfully created shopping centers in the Pittsburgh area. Their initial vision for the North Miami area was a shopping center in a tropical setting. The area at that time was designated Biscayne Village. Soffer thought his new development should convey a livelier, fun-filled designation, one of adventure. Biscayne Village became Aventura. By the early 1970s the 785 acres initially purchased were morphed into a planned community that welcomed all ages and provided amenities that would attract those who were seeking the best in living conditions.

The Soffers had to prepare their site as Carl Fisher and George Merrick had both done when they created Miami Beach and Coral Gables. Carl Fisher's preparations involved moving six million cubic yards of bay bottom onto the land to create Miami Beach. George Merrick dug a twenty-mile canal connecting Coral Gables to the Bay area, thus giving him an advertising boast of having forty miles of waterfront property. The Soffers dredged and filled nine million cubic yards, creating a working base for the planned community.

The next order of business, once Avenutra's foundation had been established, was the planting of 50,000 coconut trees from Jamaica. No image of a tropical experience is without graceful swaying palms and colorful flowers as icons for warm breezes and sunny skies that enhance and complement the architecture. Soffer insured future maintenance for the new

tropical paradise by creating a permanent nursery on the premises for propagation of the community's plants and shrubs.

Don Soffer's original plan to build a shopping mall was extended and modified until a city was created. When the simple vision became compound, Turnberry Associates was created and has in the last thirty years developed thousands of acres of land, more than fifteen million square feet of retail space and some 2,000 apartments and residences. The master plan for this luxury community began with residential construction to be followed by retail and commercial development. The community was built around a 241-acre "Central Park," as Frederick Law Olmsted created for New York City in the 19th Century. The Central Park for this South Florida neighborhood featured two championship golf courses, which serve as a perfect backdrop for the high-rise buildings and breathtaking views.

Moderate priced homes, as demanded by the market of the early 1970s, gave way to the full extent of the original visions. In the early 1980s, Turnberry Isle emerged with four high rise towers on the Intracoastal Waterway. Newer projects followed throughout the next decades.

Although Soffer sold property to other developers and development continues today, Turnberry Isle set the initial style for accommodations of prosperity, combining modernity with Old World standards of hospitality. Located on 300 acres in the Aventura enclave, minutes away from either Ft. Lauderdale's or Miami's airport, Turnberry blends privacy, security and luxury. The thriving resort of Turnberry in the south-central area of Scotland holds the original lure for the best a resort can offer. The name was translated to equal if not superior recreation and spa area here in South Florida.

The City of Aventura projects much of the idealism and excitement of Turnberry Isle.

Development of Aventura continues at a record-setting pace. Abundant, easily accesible

amenities are available for residents, most of whom live in mid and high rise buildings. Outdoor activities range from pleasant walking sites to professional golf and tennis facilities and indoor recreation. There are nineteen plastic/cosmetic surgery offices in the immediate area. Churches and schools are conveniently located and occupations at the professional level tip the scales.

Preceding the incorporation of the City of Aventura, the Aventura Mall was opened in April 1983. It is a joint venture between the Simon Property Group, Inc. of Indianapolis and the Turnberry Associates, who manage the 82.7 acres that the mall encompasses at 19501 Biscayne Boulevard. It is a main street and center city for the surrounding residents as well as most of their neighbors in northeast Dade County. Aventura Mall, offering furs to furniture, soup to nuts and bolts, is one of the largest shopping centers in South Florida. A contemporary Mediterranean facade encloses the multilevel, 2.3. million square-foot mall with more than 250 specialty stores, six major department stores, a three-level entertainment component and a 24-screen AMC Theater. Nearly 6,000 employees are available to an estimated 20 million shoppers per year. Newer, smaller malls have been built to more than satisfy every need as well as whim. Aventura's former identification as a shopping destination has within the last five years of its incorporation been revised. It is today known as one of South Florida's outstanding areas in which to live, play, shop, dine and do business.

Malinda Cleary is a native Virginian and a resident of Miami for the past 25 years. A proponent and enthusiastic supporter of Miami's history and historic preservation, she earned her master's degree in art history from the University of Miami, focusing on local art and

architecture. She has enjoyed promoting Miami-Dade County's architectural and cultural legacies as a member of Dade Heritage Trust for the past twenty years. She is currently teaching art history at Florida International University and coordinating historically and architecturally-based Elderhostels for Barry University.

PHOTO CAPTIONS FOR NORTHEAST DADE

1. **The Florida East Coast Railroad opened up development of South Florida by hauling produce north and tourists south, as can be seen in this 1920s photo of the FEC loading platform at the Alabama Hotel in North Dade**. (*Thelma Riddle photo courtesy of the Seth Bramson Collection)*
2. **The Works Progress Administration built a log cabin for the Biscayne Park Village Hall , a reference to the Depression as well as to the simplicity of American frontier days. It officially opened in January, 1935 and is still used today**. (*Photo by Malinda Cleary)*
3. **The accents of Mission-style homes throughout Biscayne Park are easily recognized today by their simplicity of form, stuccoed walls and flat roofs fronted with parapets.** *(Photo by Malinda Cleary)*
4. **Fulford-by-the-Sea was in no way by the sea, being west of the railroad tracks, but it was imaginatively promoted in the 1920s, as can be seen by this bus for potential customers**. (*Courtesy of the Historical Museum of Southern Florida*)

5. **This eclectic neoclassical monument at NE 172 Street and 23 Avenue is the only lasting memorial to Fulford by the Sea.** (*Courtesy of the Historical Museum of Southern Florida)*

6. **The Natural Bridge at Arch Creek was used by the military during the Seminole War of 1855-58 and was a popular tourist destination in the early twentieth century**. (*Courtesy of the Seth Bramson Collection*)

7. **The James Matthews home, at 12615 Arch Creek Road, was built at the turn of the century of Dade County pine. It withstood the killer hurricane of 1926 while homes built of lath and plaster were destroyed and is well maintained today**. (*Photo by Malinda Cleary)*

8. **Students stand outside the Arch Creek School in 1906**. (*Courtesy of the William Jennings Bryan Library Archives)*

9. **The William Jennings Bryan Elementary School, built in 1930, stands on the site of the original 1905 Arch Creek School**. (*Courtesy of the William Jennings Bryan Library Archives)*

10. **This Mediterranean-style North Miami City Hall was dedicated in 1928. It was demolished in 1964 and replaced with a new building**. *(Courtesy North Miami Historical Society)*

11. **The Spanish Monastery, located at 16711 West Dixie Highway in North Miami, was originally built in Sacramenia, Spain in 1141. The abandoned structure was bought by William Randolph Hearst for his San Simeon, California estate but collected dust at a Brooklyn warehouse for 26 years. In 1952 it was shipped**

stone by stone to Miami and reassembled. It is now an Episopal Church. *(Courtesy of Dade Heritage Trust)*

12. **Goats, chickens, emus and sheep are part of the barn-yard attractions for school children at the "Little Farm" in the historic Lemon City area, now known at Little Haiti.** (*Photo by Becky Roper Matkov)*

13. **Miami Edison Senior High School, alma mater for many Miami leaders, is now Miami Edison Middle School. Located in the Little Haiti area, the school has received a National Trust Award for its beautiful restoration.** (*Photo by Dan Forer, courtesy of R.J. Heisenbottle Architects)*

14. The Aventura Mall opened in 1983 and is one of the largest shopping centers in South Florida. A contemporary Mediterranean façade encloses a multi-level entertainment center. (*Courtesy of Aventura Mall*)